(c) if so, what are the reasons for placing such huge orders with M.D.L.?

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO): (a) Orders commensurate with the capacity assessed in Mazagon Docks Limited for the manufacture of rigs, platforms etc., have been placed.

(b) Sub-contracting is an essential part of any industrial activity. It is resorted to only where necessary and cost-effective and in respect of items for which the equipment and services are not available within the country.

(c) Does not arise in view of (a) and (b).

Compensation and rehabilitation of csic-tees in Punjab

2504. SHRIMATI KANAK MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) what is the proposed plan to compensate and rehabilitate the evictees of land being acquired for the proposed coach factory in Punjab;

(b) what are the details in this regard; and

(c) what are the details of the infras tructural facilities available in Punjab for manufacture of railway coaches?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) and (b) The land Acquisition Proceedings, the amount of compensation and its actual disbursement to the land owners for procurement of land for Railways are processed by the State Government, though actual amount so decided is paid by the Railways.

An individual displaced on account of acquisition of land on a large scale for projects on the Railways or any of his wards, is considered, on a preferential basis, for employment in a Group in a Group C or Group D post or for engagement as a casual labour in the Railway Organisation concerned subject to fulfil ment of certain conditions laid down in. this regard. Such employment is limited to one job per family.

(c) The following infrastructural facilities are available in Punjab:

I. Adequate land not intercepted by any canal;

II. Adequate water resources;

III. Adequate availability of electric power;

IV. Proximity of Broad Gauge railhead; Proximity of State High-way and National High-way;

V. Availability of telephone net work and proximity of ancilliary and allied Factories|Industries.

उत्तर तथा पूर्वोत्तर रेलवे की सूची में अधिवक्ताओं के नाम

2505. **श्री हुक्मदेव नारायण यादव :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर तथा पूर्वोत्तर रेलवे जोनों में प्रत्येक स्तर के न्यायालय के लिये कितने अधिवक्ताओं के नाम सूची में शामिल किये गये हैं ;

(ख) पिछले तीन वर्षों के दौरान न्यायालयों में कितने मामले दर्ज किये गये तथा वे मामले किस-किस स्तर के न्यायालयों में दर्ज किये गये; और

(ग) उसके लिये अधिवक्ताओं को कितनी फीस दी गई ?

रेल मंत्री (श्री बंसी लाल) : (क) उत्तर और पूर्वोत्तर रेलों के पैनलों में सूचीबद्ध वकीलों की संख्या इस प्रकार है :-

उत्तर रेलवे

उच्च न्यायालय--- 48
अधीनस्थ न्यायालय---302

पूर्वोत्तर रेलवे

उच्च न्यायालय---14
अधीनस्थ न्यायालय---90

सर्वोच्च न्यायालय में केन्द्रीय सरकार के मामलों के संचालन का, जिनमें रेलवे के मामल भी शामिल हैं, इंचार्ज विधि एवं न्याय मंत्रालय का सेन्ट्रल एजेंसी अनुभाग है। सर्वोच्च न्यायालय में रेलवे के मामलों के संचालन के लिय रेलों के पास अलग से कोई पनल नहीं है ।

(ख) पिछले तीन वर्षों में न्यायालों में दायर किये गये कुल मामलों की संख्या 26,223 है । प्रत्येक स्तर के न्यायालयों में इन मामलों की अलग-अलग संख्या इस प्रकार है :–

उत्तर रेलवे

वर्ष	सर्वोच्च न्यायालय	उच्च न्यायालय	अधीनस्थ न्यायालय
1982–83	283	1123	5468
1983–84	331	1233	6232
1984–85	330	987	5396
		पूर्वोत्तर रेलवे	
1982–83	19	247	1414
1983–84	16	204	1474
1984–85	13	158	1295

(ग) वकीलों को फीस के रूप में भुगतान की गयी कुल राशि 37.56 लाख रुपये है ।

Speed of mail, and express trains

2506. SHRI PARVATHANENI UPENDRA: Will the Minister of **RAILWAYS** be pleased to state:

(a) whether it is a fact that an average speed per hour of mail|express trains on broad gauge decreased in 1983-84 as compared to that in 1981-82;

(b) if so, what are the reasons therefor and by when the speed of these trains will be accelerated; and

(c) what are details of the average speed of trains during 1981-82 to 1984-85?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) (a) There was an insignificant decrease in average speed of Mail|Express trains in 1983-84 as compared to 1981-82.

(b) Does not arise.

(c) Details of the average speed of Mail|Express trains are as under:—

Year	Speed in Kms. per hour.
1981-82	47.2
1982	47.2
I983.-	47-[1]
1984-85	48.7 (provisional)

Wagon industry to West Bengal

2507. SHRI SUKOMAL SEN: Will (he Minister of RAILWAYS b_e pleased to state:

(a) whether Government have received a memorandum from the all party delegation of the West Bengal Legislative Assembly on June 24, 1985 on the crisis in wagon building industry in West Bengal